

Section 6 Inventory of Sites

The key word describing greenways is connections. People want to be connected to persons, places, things, and events. Creating a comprehensive list of places that people want to visit required generating several maps, each with a unique way of inventorying sites, facilities, and interpreting data. An inventory of all parks and schools served as the base map to construct three specific maps. Combining these three inventory maps into one map would render the map unreadable. Furthermore, the Steering Committee recommended this plan include data from neighboring jurisdictions to adequately address all facilities within the historic triangle of Jamestown, Yorktown, and Colonial Williamsburg.

Map development included an inventory of all major attractions, public facilities such as parks and schools, community services such as fire stations and libraries, government buildings, environmental areas, natural resources, historic sites, scenic areas, town centers/nodes, utility corridors, roadways, neighborhoods, tourist attractions, commercial areas, boat ramps, open space sites such as golf courses, campgrounds, military bases, and other recreation sites.

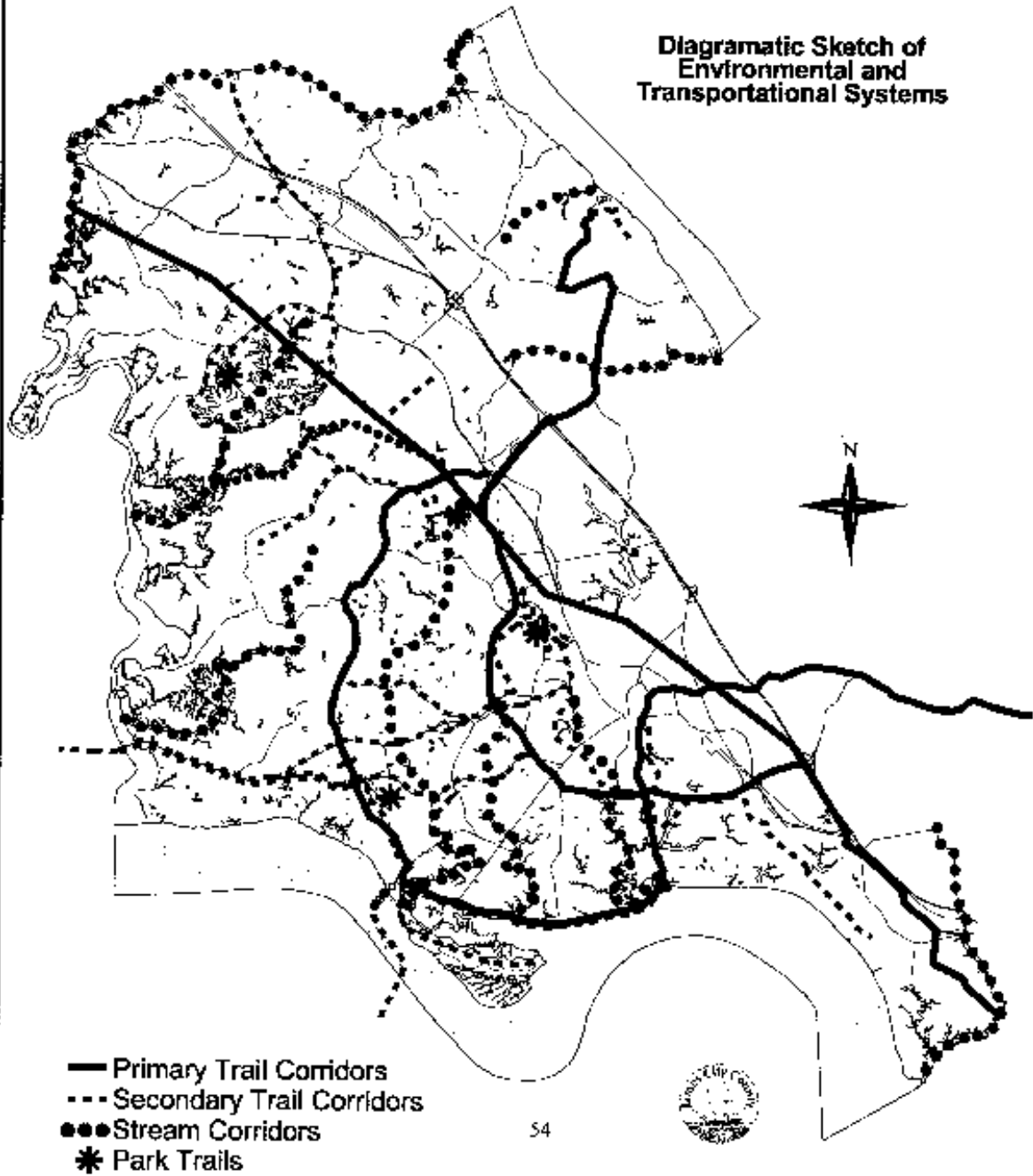
- 6.1 The Easement Map - provides the location of utility easements (gas, electric), water and sewer easements, conservation open space easements, scenic easements, natural heritage protection sites, railroads, buffers, and miscellaneous easements. Open space easements managed by the Williamsburg Land Conservancy and other government owned (federal, state, local) open spaces are also recorded.
- 6.2 The Land Use Map - creates five principle land uses relative to greenway and open space planning. These five land uses are parks/programmed open spaces, residential areas, environmental protection areas, unprogrammed open space/rural areas, and unprogrammed development areas within the PSA. Historical sites were added and designated as significant sites, minor sites, and Colonial Williamsburg. These sites are considered important to future ecotourism and recreation-based tourism planning.
- 6.3 The Inventory of Park and Recreation Facilities Map - is a comprehensive listing of all private and public recreation facilities including tourist attractions, military bases, campgrounds, golf courses, boat ramps, schools and parks. Government offices and Fire Stations are listed. The Regional Bikeway Map, the Conceptual Greenway Map, and major utility corridors are also detailed (*For more information, reference Section 6.4, p.53*).
- 6.4 Supporting Plans and Ordinances

The development of a Transportation and Environmental Systems map helped examine how watershed drainage systems relate to transportation systems (see diagrammatic sketch). It is interesting to note that most of our major roads represent watershed boundaries, indicating that the earliest settlers in this region located them on geographic high points. Other inventory maps and plans that support the development of a Greenway Master Plan include the following:

June 25, 2002 JCC Greenway Master Plan

James City County

**Diagrammatic Sketch of
Environmental and
Transportational Systems**



The Virginia Outdoors Plan. This is Virginia's comprehensive outdoor recreation plan. It identifies protection areas and makes recommendations for park and recreation facilities. Most notably is the James River Greenway proposal, preservation of the Powhatan Creek Watershed, and protection of Scenic Byways such as Route 5 and Greensprings Road.

The Natural Heritage Inventory Study of 1992. This report identifies significant natural areas worthy of protection, including the Powhatan Creek, College Woods, Diascund Creek, and Gordon Creek. The Powhatan Creek watershed is the most ecologically biodiverse natural resource on the Peninsula.

The 1991 and 1997 JCC Comprehensive Plan. Citizens have continued to demonstrate interest in maintaining and improving community aesthetics. Those land uses that continue to be identified as protecting the character of the community include greenways, greenbelts, entrance corridors, open spaces, historic sites, and natural heritage areas. The plan includes both active and passive greenways designed for recreation or range area for wildlife. Greenway recommendations from the 1997 Comprehensive Plan are detailed in Appendix 13.3.

JCC Park and Recreation Comprehensive Master Plan. This document provides an action plan designed to meet park and recreation needs over a 15-year period. Objectives include development of an integrated network of linear parks and trails and/or greenways to connect to a regional greenway system. Specific corridor recommendations were outlined in the plan and have been incorporated into the greenway map. In many instances, bikeways and greenways are used interchangeably. Some of these corridor recommendations are detailed in the appendix.

Powhatan Creek Watershed Study. This report details watershed planning recommendations that include preservation of open spaces to minimize adverse effects of current and future development. Most of the stream channels recommended for preservation could be used for greenways, so long as human uses do not compromise critical environmental factors essential for effective stormwater management. A similar study is currently underway for the Yarmouth Creek watershed.

Regional Bikeway Master Plan. This comprehensive bikeway plan, adopted in October 1998, details recommendations from Newport News, the City of Williamsburg, York County and James City County. Existing and proposed corridors have been added to the Inventory of Park and Recreation Facilities Map for on-road bicycle and separated multiuse trail facilities.

Comprehensive Sidewalk and Trail Plan. Sidewalks contribute to our community identity by facilitating pedestrian and neighborhood-oriented development and provide accessibility for short trips. In areas where the sidewalk plan and greenway trail plan overlap, cost sharing and trail width modifications should result. Sidewalks are pedestrian systems and, unless properly signed for shared usage, should not allow bicycle access.

6.5 Regional Trails

This Greenway Master Plan represents the culminating work initiated by the Board of Supervisors to establish a system of interconnected greenways and trails in James City County. In addition, there are other regional trail systems that have been woven through our County over the years, as detailed below. The Greenway Steering Committee, by consensus, felt the

connectivity between neighboring jurisdictions was essential towards recognizing the larger community context in which we live and to provide regional greenway connections throughout the Historic Triangle of Jamestown, Yorktown, and Colonial Williamsburg. In response, an inventory map was prepared that provided a comprehensive list of all significant sites within our local area. Some greenway corridors were selected based upon their ability to connect these various places and points of interest within our community. The crossing of jurisdictional boundaries was seen as a secondary effect of making possible those opportunities for tangible connections, not as part of any concerted effort to exercise influence on our neighbors. The Greenway Steering Committee continues in their opinion that this plan could serve as the framework for a larger regional system in our area.

The TransAmerica Bike Route- US 76. This 3,000+mile bike route, beginning in Yorktown, Virginia and ending in Astoria, Oregon, follows the Colonial Parkway to Jamestown, and then travels along Greensprings Road and John Tyler Highway towards Richmond.

The Capital-To-Capital Bikeway. This proposed 55-mile paved multiuse trail along Historic Route 5 links three Virginia capitals: Richmond, Jamestown, and Williamsburg. It follows the same route as the TransAmerica Bike Route.

The Williamsburg Historic Necklace. This proposed multiuse trail initially links 13 major historical sites along a continuous 31-mile corridor. It follows the path of the TransAmerica Bike Route from Yorktown to John Tyler Highway, where the trail then proceeds north on Centerville Road towards Green Spring and the District Park. Future efforts on the other side of Yorktown will include connections to Endview Plantation, Newport News Park, then reconnect to the Civil War Trail. This trail was selected as a White House Millennium Trail in 1999.

The Civil War Trail. This trail is an on-road corridor linking numerous historic sites and military campaigns of the American Civil War. These sites are connected by trailblazer signs posted along the road to aid in navigation throughout Virginia. This trail enters James City County from the northwest on Route 30 and proceeds to the City of Williamsburg, where it joins the Colonial Parkway en route to Yorktown.

The East Coast Greenway. This 2,600-mile multiuse urban trail system is designed to connect major urban centers from Maine to the Florida Keys. The trail splits after reaching Richmond where one segment continues south towards Raleigh, NC, while the other segment picks up the Capital-To-Capital Bikeway and heads east towards Williamsburg en route to Virginia Beach.

The African American Heritage Trail. This newly proposed historical trail, developed by the Tourism Bureau, is similar in nature to the Civil War Trail. It links significant African American historical sites, including the First Free Black Community at Centerville located at the James City County District Park.

Mid-Atlantic Birding Trail. The Virginia Department of Game and Inland Fisheries has undertaken the development of a Virginia Birding and Wildlife Trail to be incorporated into the Coastal Phase of the Mid-Atlantic Birding Trail. Over 300 species of birds have been documented within our locality, including populations of Osprey and Bald Eagle. Ecotourism opportunities with this trail are significant for the greater Williamsburg area.